PLIGHT OF THE RAILWAYS.

DIERESTING VIEW OF THE SITU. ATION AND ITS DANGERS. de of Thousands of Men Thrown Out

of Work and Enormous Sums of Money Lest by the Present State of Things-Besuits of Decreased Ratiroad Earnings.

The latest general balance sheet of the railrays of the United States gives us a total valuof railway property close to twelve nd millions of dollars and over one hunered and eighty thousand miles of road. Next our farms, whose value aggregates thirteen and millions, these great properties will orm, at the close of the century, the most valsable assets of the republic. The capital inseted in our manufactures is less than half that invested in railways, and yet the condition of our manufactures, if we may judge from the frequent tariff agitation, seems command much more public attention. construction of these great systems of transportation has played an important, if set the most important, part in the progress of the nation during the last half century. By the stension of these railways population has been sted large areas of country have been aned to cultivation, cities built, manufactures ned, mines developed, foreign trade in eased, and the varied products of our vast domain brought from tropical and frigid zones the temperate region of densest population. short the laying of the track and the pene tration of the locomotive have kept time with

he building of the nation itself. Within the last few weeks the Wars and Means Committee of Congress have granted pearings at Washington to those representing ar several industries. In reading the published estimony one is struck with the deplorable ac mants given of the condition of many branches manufacture. Low tariff and cheap foreign abor have played havoc with American labor and production. This is undoubtedly true. and the remedy asked for is increased protection-a duty sufficient to enable the American manufacturer to pay a living wage and comgring the public mind to anything like th me extent as the manufacturer, the American ad is in as bad, if not in a worse plight, WCongress would only extend its hearings to silways, the stories of the recent fariff hearings could be repeated with emphasis on erer and even more impressive scale. There be accounts of loss of earnings, reduction of rates below the paving point, actual loss duction in the number of employees, other working half time, receiverships, foreclosure ies, practically half of this enormous invest ment bringing no returns, and the blight of inpolyency steadily settling down upon our entir The losses and disasters arising from these

enditions have been widespread and far-reaching. In the first place, it is undoubtedly true that in no other industry is so large a busines parried on upon so small a banking account. milway company is a great distributer, not only of passengers and freight, but also of money As fast as its earnings come in they go out again. First, we have the army of direct employees, which reached nearly 875,000 a few years ago, but has been reduced fully 100,000 ed prosperity, our railway system would have to-day furnished direct employmen to at least 1,000,000 employees. This, however, gives but an imperfect idea of the num ber employed indirectly, that is, in car shops and locomotive works and equipment shops of all kinds, blast furnace sil mills, and a myriad industries dependent upon the railways for their prosperity. As the percentage of increase in equipment has been reduced from 10 per cent, in 1890 to an actual se in 1895, it may be safely assumed that thousands indirectly engaged have been thrown out of employment. A perusal of the statistics of railways as compiled by the United States Gevernment shows conclusively that under meeting conditions most of our railways are mently holding their own are far from hopeful for the future. Economical management is one thing, but forced economies can only result in a detorioration of the property. For a few years some of our older railways can thus sconomise, but it is only by continued and liberal expenditure of mency that track, roadbed, bridges, equipment, and rolling stock can be kept up to date and in good running or der. The loss to labor has been enormous, and it important that railway employees of all grades should study this side of the question. With freight and passenger rates less than those our railways be able to tide slong with reduced forces and three-quarter time? Unless the decline in receipts is stopped, wages must be reduced, and then the trouble will begin. Taking an army of 200,000 men out of active employment in one occupation is a pretty serious busi ness. That means an annual loss in wages alone of not less than \$150,000,000. Here we have the direct less. The indirect less comes from the irreparable injury to the properties by reason of but keeping them up, ultimately entailing ad-

ditional losses.

The reduction of rates between 1890 and 1895 sents a loss of revenue of over \$100,000. 000-\$15,500,000 in passenger traffic and \$87. 000.000 infreight traffic. Of course this sum was remitted to the people of the United States, but question is, can the people afford to force an industry in which nearly one-fifth, or 20 per cent., of the total wealth of the country is invested to a point where nearly half the stock and bonds pay nothing in dividend and interest and the current expenses must be reduced below the safety point. This is the problem the people will soon have to face in relation to our raisways. Should we carry these facts back to 1857, we have a loss to the railways of about \$150,000,000. That is, if the same rate for passenger and for freight existed in 1895 as in 1887, the receipts from these two sources would have been that much in excess of what they sctually were in 1805. I am officially informed that freight rates for 1896 will average even lower than in 1895. The loss of dividends and interest on bonds brings hardship to hundreds of thousands of people of limited means who have invested in these securities. This is to less severe than the loss of work and wages to the laborer. The latest report shows that 70 per cent., or over two-thirds (an aggregate of Bearly \$3,500,000,000), of all the outstanding stock of these corporations paid nothing in 1895. The same is true of 17 per cent. of the bonds. A careful study of these railway budgets would bring out the appalling fact that probably half of these investments are ses-productive-certainly five thousand milliens of them. The gloomy list of non-dividendpaying stocks has of late years been gaining m about 60 per cent. ten years ago to upward of 70 per cent. now. While this decrease of rates has been going on, the cost of running tre'ns has not similarly decreased, and herei les the danger. In commenting on this, H. T. Newcomb of the United States Agricultural Department says in an admirable article in the Journal of the American Statistical Association These statistics of decreasing returns to investors, financial disaster, and widespread insolvency clearly indicate that the present railway charges are not too high, unless it is desira-ble to reduce all railway corporations to a uni-

bues cuferce upon railway managers the necesalty of immediate retrenchment the latter are most likely to suffer." The Interstate Commerce Commission sta-

tistics show that this is just what did happen.

form condition of hopeless bankruptcy. There

is no public interest which demands that rail-

way charges shall be so low as to be unremunerative. Too low charges invariably result in

the speedy impairment of railway service

through the physical deterioration of road bed

and equipment, and the reduction of the effi-

ciency of the safeguards against accident

usually provided, thus materially increasing

the danger to life and property. The expenses due to handling traffic and moving trains are

much less clastic than those incurred for keep-

ing up the quality of track, rolling stock, and signaling apparatus; and when depleted reve-

and that in one year of great retrenchment from expenditures incident to the maintenance of way, structures, and equipment, though these combined constituted less than 37 per cent, of the total cost of operation,

The following table shows clearly that rates

	Revenue	Revenue per
Year.	passenger	ton of freight
	per mile.	per mile.
1890	2.167 cents	.941 cent
1891	2.142 cents	.805 cent
1892	2.120 cents	.898 cent
1893	2.105 cents	.878 cent
1894	1.986 cents	.660 cent
1895,	\$.040 cents	,839 cent
And a further reductio	n for 1896.	See little

With the exception of 1894, passenger rates reached their lowest in 1895, while freight rates, save for a small rally in 1892, are steadily coming down. When compared with foreign countries, our rates are indeed low. It is said that if the Pennsylvania Railroad Company could secure the same rates as the London and Northwestern Company the annual earnings would be increased \$12,000,000. George R. Bianchard, in his recent testimony before the Interstate Commerce Committee of the Senate said that had our railways collected the lowest of the European charges, we would have re reived \$370,000,000 more than we did receive This calculation was based on the figures o 1892. The figures of 1896, which are lower the United States, would make a greater dif-The impartial student of these data must be

struck with the necessity of commercial as well as industrial reconstruction. The census reports of 1888 and 1890 and the statistics of the Interstate Commerce Commission, all of which are uniform, together with the valuable reports of H. V. Poor, give us material on which to base a thorough inquiry. The Presidents and others officers who have charge of these great proper ties should have the same opportunity to be heard as the manufacturing industries. So far as I can learn, there is no desire on the part of railway managers to generally raise rates There is, however, a widespread belief that rock bottom prices have been reached, and that anything, even the merest shade lower, will be absolutely ruinous. The people of the United States, including the million who should be directly engaged in transportation, the shippers and the manufacturers, might as well realize now as when destruction has set in that our railway system cannot lose another \$150,000,000 of income in ten years an average of \$15,000,000 a year-without sweeping down with it the very interests which sustain these downward direction will simply kill the goose that lays the golden eggs. When the revenues of railways are insufficient to keep up the prop erties, to pay the legitimate interest, to give even a small return on the stock, to pay American wages to the employees, to give employment to an increasing number of people instead of to a smaller number, allied industries must languish. And the industries dependent upon railways are numerous and take a wide range.

The case against the railways is a familia one. Those who realize these new conditions have no excuses or apologies for past misman agement nor for the methods by which some of these roads were built. Whatever may be said of those who built railways far in advance of population, or for purposes other than legitimate trade, we have, on the other hand, equally to blame the cities and towns and counties and individuals who were ready to mortgage the future to help along the work. In a large have been squeezed out of these properties In their place new and honestly acquired capital in the shape of enforced loans from bondholders and forced assessment of stockholders has been invested. Foreclusures, the Sheriff and the courts have wiped out much of the inflated values, and new capital with reorganiza tion for business purposes has followed. Surely no one will deny that the consolidation and changes, say of the last decade, have been beneficial. There is more uniform action than ever before. Better business principles prevail. The served as now. Considering the hard times, the discharges, the reduced time, there has never existed better feeling between the railway em

ployees and the officers than at present. The loss of \$100,000,000 of income in five years must have been a staggering blow. A continuation of this sort of thing would simply destroy much of our wealth and arrest the progress of the republic. It is important that the people of the United States should realize this situation. The facts herein brought out should be borne in mind in any discussion of the railway problem, whether for the purpose of State legislation, for the modification of our Interstate Commerce act, of for the purpose of string additional as wages to the million that should be directly employed by our railway system, and to the ad ditional hundreds of thousands who, under normal conditions, should be kept busy in the allie industries. To impore these facts will work a great injury and place additional obstacles in the way of a return to prosperity.

ROBERT P. PORTER.

HE ASSAILS PEMALE BEAUTY. He Accepts a Woman's Challouge as Criticises Woman's Proportions.

It has occurred to a disputatious German to repel a woman's attack on manly beauty by a savage onelaught on the present ideals of female

comeliness. "The Deterioration of Manly Beauty," is the book in which his sex was an sailed, and "Defects of Woman's Beauty" is the title under which Rudoif von Larisch makes his counter assault. Baron Larisch elevates his book above the

common ruck of polemical literature by calling it an "Anthropometrical and Esthetic The dignified title, however, does not prevent him from grappling his problem with strong, knotty, unvarnished German. He agrees with Schopenhauer in his denunciation of the misguided millions who find comeliness in the undergrown, small-shouldered, big-hipped. and short-legged sex." How much more grate ful to the clear eye of art should be the noble proportions of the properly developed man, argues the Baron. By numerous measurements, which it is not necessary or fit to give here, he proves to his own satisfaction that geometrically the female form is a failure, and that the male form is a success.

days of Eve in the Garden, the Baron says, that they appreciate their inferiority in this respect. They have concealed their limbs in flowing garments, reaching sometimes to the knee, sometimes to the ankles, sometimes to the feet, but always far enough to hide from man the defects in their proportions. They now not only conceal their proportions to a large extent, he say, but they saways seek to alter them, moving their waist up or down with stays, squeezing in their natural figures here and building them out there, and not scorning hoop-skirts, bustles, and crinoline in order to make themselves look as little as possible like nature made them. The ballet girl would seem to confound part of the haron's argument; but he does not yield to this apparent defiance of his logic. He contends that woman dares to expose her defects in tights "only when she summone to her aid the most effective means of benumbing the intellect of man."

The Baron seems to feel that, after he has put forth his most foreible arguments and has exhausted his most discriminating criticisms, he is still enlisted in a losing fight, for he adds plaintively:

"Hut most of the men of our times have ceased." garments, reaching sometimes to the knee,

is still enlisted in a losing fight, for he adds plaintively:

"But most of the men of our times have ceased to perceive the defects of female heauty. Woman has deceived and misled her admirers so many generations with her smooth long gowns that only a few, educated by research and by constant practice in measuring the proportions of the female form, fully clothed, have gained that clear, unbiased view which enables them to appreciate how skilfully woman has carried out the delusion as to her figure."

Steamer New York Held for the Matt. The American line steamer New York, which should have sailed at 10 o'clock yesterday morning, did not leave her dock until shortly after noon on account of the delay in the Australian mail, which comes to this city via San trailan mail, which comes to this city via San Francisco. The company had agreed to carry this mail and therefore had to wait for its arrival here. This is the first time any of the American line steamers has been delayed on account of the mail.

Among the passengers on the New York were the iton, Thomas B. Ferguson, United States Minister to Sweden; J. D. Ferguson, and Miss Ferguson.

IN THE PASSING SHOWS.

ALLEY RESIDENTS CARICATURED IN A VAUDEVILLE NEETCH.

Otero as an Exhibit of Spanish Beauty and

Parisian Raiment-Aire as an Example of Exploitation-Things Actors Are Doing for Diversion Here and Elsewhere One of the current twenty-minute installments of Keith's programme employs a stageful of dancers and vocalists, dressed as street urchins, with a sprinkling of adults, in the way of a eman, a Chinese laundryman, a Hebrew pawnbroker, a tough bartender, and a loqua clous Irish woman. The scenery gives a background of alley tenements, and the endeavor is to present trutnful pictures of New York city street life. Edward Harrigan's achievements in realism in the same direction have been borne in mind, and the Irish woman seen in the upper window quaffing beer from a pail recails the first sight of Mrs. Murphy in "Chimmie Fad-den." But this variety sketch by wholesale allows of no chance for the development of characters. The pawpbroker's lettered sign, his false nos and his gestures are his trade marks. Dark circles about the eyes and a flercely drooping mustache point the tough mixer of drinks The eyes of the spectator must distinguish the classification of the others without assistance from his ears. Most of the party are in short frocks or knickerbockers, and these mature children are on hand to sing and dance. The unoffending Chinese appears with a basket of linen on his shoulder, and is assaulted and his burden is scattered about. A moment later a song in front of the bartender's emporium is started, and the laundry man comes back to lie at full length on the pavement of the alley and listen. Realism fades even more when the policeman lies down beside the Chinaman, while the gamins lounge about in the attitudes that are as easy as possible, considering the hardness of the floor and the necessity of facing the audience, but that is not quite what is expected of street urchins with a cop within sight and reach. The songs are either new or of lasting pupularity, and the singers are enthusiastic. The dances, too are in oddly timed steps which the dancers accomplish satisfactorily. Two negroes are the most eccentric with their feet, and a young woman with a shrill voice leads in the vocalism, though a newsboy pipes a love song in boyish tones with the approval of the gallery.

R. H. Monroe directs the performance of the sketch, whose players are styled "The American Liliputians." lounge about in the attitudes that are as easy

Otero is a radiant object, and she gratifies the

mesthetic taste sufficiently to add piquancy to a music hall programme. Her singing may be dreadful, and her dancing may not be wondrous, but her costumes are beautiful. She appears in a pale green satin skirt, covered with spangles. Over it are embroidered great bunches of purple iris flowers. Her lithe figure is perfect in its rather slight proportions. Her oval face is still attractive, and she certainly makes what the French call a success of beauty. She would not be worth saying more than that about if she were not such a particular illustration of puffery and exploitation that she provoked some symptom of a revolt at her debut on Monday night. Hisses were heard at Koster & Bial's after Otero had finished her songs. This sound, unusual in a New York theatre, was audible only twice, and it came from the same person each time. But the sporadic disapproval may have had a significance not directly concerned with what Otero was doing. The extravagant expiditation of these foreign vaudeville singers may have been so much overdone this time that a natural reaction had commenced to show itself in an audience called upon to accept them at their agents' valuation, Since Yvette Guilbert came to this country Since Yvette Guilbert came to this country there has been a steady crescendo in the hullabaloo raised over these women. The more discriminate part of the public is disgusted with the names before they ever appear on our stage. None of them is ever able to satisfy the expectation that preliminary tom foolers awakens. Otero, beautiful as she is, and a charming exponent of Spanish pantomimic dancing, suffered from this system of boom and hurrah. No discrimination is exercised in the preliminary antics over these women. Yvette Guilbert was a genius, and in her case there was a gimmer of excuss for bragging in advance. Anna Heid was a comely medicerity. The Barrisons never pretended to be anything but indecent. Louise Beaudet was an old acquaintance who returned two years older than when she sang here last. Now Otero, with her personal reputation and beauty, has arrived to make the idiocy of the whole business plainer than ever before. There is reason to believe that the manner in which Yvette Guilbert was continually thrust into stupid publicity damaged her value. She is not coming back here next season, and the audiences at Koater & Bial's received her with no great cordiality during her last visit. The public had been led to look upon her as a freak. People who went to see her for the first time expected her to do something blatant and extravagant. There were no such features in her artistic performance, and the people attracted by the accounts of her doings off the stage found her a very different sort of a person from what they expected; so they were disappointed. She has remained here long enough to see the women that followed her put there has been a steady crescendo in the enough to see the women that followed her put forward in the same manner, and it is not sur-prising that her own views of our discrimination in such matters are not flattering to our taste. Nor is it to be wondered at that at least one man who watched Oiero could not keep from history.

Mrs. Hoffman Martin translated Dumas's 'Adéle" into English and arranged for its performance at the Murray Hill yesterday afteroon, but the representation was not given. One reason was that E. J. Henley, who had been engaged for the principal part, became convinced that the venture would fail, and declined to ap pear at the rehearsals, returning to Mrs. Martin the \$50 which she had paid to him as an advance upon \$200 salary. Another reason was that Frank B. Murtha, manager of the theatre, refused to open the house unless the pay of all the actors was guaranteed. Mrs. Martin was to have played the beroine, and she intended to give the profit, If any, to the Cuban fund.

Thomas Hardy wrote a play from his novel, "Tess of the D'Ubervilles," and sent it to Minnte Maddern Fiske with a view to her assuming the rôle of the heroine. Lorrimer Stoddard made a dramatization of the story, too, and Mrs. Fiske thought it better for stage purposes than the other. Mr. Hardy has agreed with her judgment, and the Stoddard version, so it was decided restarday, will be put on the New York

decided yesterday, will be put on the New York stage next month.

A novelty at the next public exhibition of Empire Theatre School students will be the performance of an opera.

The Society of the Alumni of the American Academy of Dramatic Arts, which first of all should shorten its same, has projected a series of performances in which new plays only will be used. It is said that some American works will thus be tested with adequate professional casts and all the essential accessories. It is a promising project.

casts and all the essential accessories. It is a promising project.

The fact has been published that H. Heerbohm Tree did not accept the New York failure of "The Seats of the Mighty" as conclusive, but would use the amended drama at the opening of the theatre now being built for him London. He has now decided to try the piece again while on his American tour, and Gibert Parker, the author, is with the Tree company making alterations and attending rehearsals.

A Chicago man got out an attachment on N. A Chicago man got out an attachment on N. C. Goodwin's receipts in that city because the actor had failed to repay \$400 of borrowed

c. Goodwin's receipts in that city because the actor had failed to tepay \$400 of borrowed mensy.

There are actors whose marked prosperity throughout the country is in contrast with New York's refusal to yield profitable attention to them. Soi Smith Russell is one of them. He has grown wealthy elsewhere, but has never layed other than a losing engagement here. Charles Frohman has undertaken to make Mr. Russell a winner of our approbation and dollars. The comedian now has a piay called "A Bachelor's Romance," substantially a repetition in theme of "The Professor's Love Story," and it is extremely successful in the West, Mr. Frohman will produce it in this city next season. The Mayor of Chicago deemed too drastic an ordinance fining persistent wearers of high hats in theatres \$25 for each offense, and imposing a like penalty on the manager, and so the Aldermen have modified it. The movement against obstructive millinery is now common throughout the country, and in many cities the managers request women to remove such headgear. At the Brooklyn Montauk the ushers politicy ask the women to take of all high hats. At the Harlem Opera House every woman with such a hat on her head is asked at the entrance to deposit it with an attendant, who gives a check for it and promises careful treatment of the dainty property.

dainty property.

Charles Henry Meitzer is disturbed because he was miscalled Henry C. Meitzer in Tuz Sun and because Herbert Beerbohm Tree was printed as Henry Beerbohm Tree. Such inaccuracies with familiariy great names are indeed inexcusable. citable.

The pistol that won't go off is a common destroyer of effect in melidramas. It spoiled a scene in a Chiconati performance and the manager dismissed the actor, whereupon he is manager dismissed the actor, was supported as a sunny for sailary.

Catherine Lewis, formerly in Augustin Daiy's company, is barred in vaudeville with Cacil Butler in a sketch of her own writing entitled "A Tear Araong the Orange Blossoms." Lizzie Derious Daiy says ahe will act no more excepting for charity. Wilton Lackaye dropped a

knife on his foot while acting in Atlanta, and was so seriously cut that he had to omit several performances. Jefferson D'Angelis is to start out again with a comic opera by Stange and Edwards. Olga Nethersole is ill in Philadelphia, and her rôles are being played by Helen Blythe.

SCHOOL BOARD SCORES CHARTER Thinks the New Braft Treats Manhattan Island Unfairly.

The members of the Board of Education, at

their meeting yesterday, expressed their disap-proval of that portion of the Greater New York charter which refers to the public school system. They were particularly displeased with the plan of separating the city into boroughs, and passed resolutions expressing their disap proval of that section, and also of the section which gives the borough of Manhattan only five members out of a central board of thirteen The matter was brought up when the specia committee appointed at the previous meeting to go over the plan of the commission, so far as it referred to public education, handed in its report. This report declared that the committee "deemed the division of the city into the boroughs of Manhattan and the Bronz unwise. Commissioner Little said that there were cer tain other changes which he believed it would

tain other changes which he believed it would be wise to recommend. For instance, that the control of the colleges should be in the hands of the Board of Education and not left to that of the various borough boards. He believed that the Mayor of the greater city should have the power of appointing the borough boards and the central board. The borough of Manhattan, he taid, contributed aboat \$2,000,000 toward the school fund, while other boroughs would receive State aid and contribute nothing. He moved that the attention of the Charter Commission be called to that fact, and that the board recommend that the power of appointing the local and central boards be vested in the Mayor.

Other Commissioners indorsed Mr. Little's views, and then the first part of his motion that the Mayor have the appointing power was put and lost, many of the Commissioners declaring that this would be giving the Mayor too much power. Another motion was put by Mr. Little, that it be recommended that the Mayor appoint the eight members of the central board. This was lost. Then the portion of Mr. Little's resolution calling for better representation on the board and pronouncing against the division of the city was put and unanimously carried.

NEW CHARTER TINKERING

Corporation Counsel's Salary Ruled from \$12,000 to \$15,000 a Year.

The Greater New York Commissioners considered the draft of seven chapters of the proposed charter yesterday, but accomplished little in the way of radical change. Most of the features of the chapters considered were confirmed Others were passed on tentatively, and still others were held open for further discussion and a vote when there shall be a full attendance. There was a long discussion on the charity pro visions, and some amendments were offered along the line of the suggestions made by Edward Lauterbach at the public hearing. Several changes in the chapter on the Law Department, suggested by Corporation Counsel Scott, were made. Included in these was an increase of the salary of the Corporation Counsel from \$12,000 to \$15,000 a year. A few changes were made in the chapter affecting the Department of Public Parks. The

most noteworthy provides that the Mayor shall designate which of the three Park Com-missioners shall be President of the board. The original draft made the Commissioner for the boroughs of Manhattan and Richmond the President

The Pugilist Declared Out of Danger by NEW BEDFORD, Mass., Jan. 20 .- John L. Sullivan was to-day pronounced out of danger by

JOHN L. SULLIVAN IMPROVED.

the physicians attending him. His friends however, many of whom came to this city or learning of his illness, are not yet allowed to see him. He came here on Monday night to referee benefit polo game. He caught a bad cold and benefit polo game. He caught a bad cold and took to his bed at the Manhattan House. On Monday pight three doctors were attending him, his old threat trouble having returned. Up to 30-clock this morating his condition was considered dangerous. From then on he improved, and early this forenoon an inclision was made in one of the tonsils. This afforded Sullivan railed and he enjoyed a good sleep. One of the doctors, speaking of his condition this afternoon, said:

"We will bring him around all right now and in a few days he will be as well as ever. His pulse is now strong, and there has been no return to-day of the symptoms of heart failure that caused us such anxiety last night."

Mrs. Wells Learns on the Eve of a Divorce

PLAINFIELD, N. J., Jan. 20 .- A higher decree than that of any court has freed Mrs. Jennie V. band, Robert C. Wells, formerly lived in this city. Both were wealthy. Three years ago her husband left her, and six months ago she began Three weeks ago Mrs. Weils was notified at Los Angeles, Cal., where she was soending the win-ter, that the Commissioner was ready to take evidence in the case. She started East immedi-

evidence in the case. She started East immediately.

While she was on her way across the continent a man had been blown from a train hear Atlantic City, and mangled so badly as to be almost unrecognizable. Some things about his person, however, lead to the belief that it was Wells. An investigation was started by Judga Demesa, her lawyer, and after much correspondence, assurances were received yesterday that it was Wells who had met a sudden death. Application will now be made to have the case dismissed.

CABLE CAR PASSENGERS HURT Hurled Through a Front Window by the

Mudden Stop of the Car. While a Lexington avenue cable car was rattling downtown during the rush hours yester-

day morning the cable was dropped for some reason at Thirty-fourth street, and, the grip getting caught, the car came to a sudden stop. The passengers were pitched to the forward end of the car, and one Aaron Brodek, a salesman, of 22 East 114th street, was hurled through a front window. He was badly out by the broken front window.

John Holzaphfel of 513 East Eighty-first street, a switchman employed by the Third avenue cable road, was struck by a cable car yesterday afternoon at the Bowery and Sixth street. He sustained a severe scalp wound, and was removed to Bellevue Hospital.

WON'T ACKNOWLEDGE DEFEAT. Social Reform Club Still Instate There Is a Cab Strike.

A committee appointed by the Social Reform Club two days ago to try and settle the alleged strike of the employees of the New York Cab Company is trying to bring the late employees and the employers together. The committee had made no headway yesterday. At the office had made no headway yesterday. At the office of the company last night it was said that the strike was over and that business was going on as usual with the new staff of men. It was alleged by John F. Maner, walking delegate of the Liberty Dawn Association, that he had seen President Jay of the company and that Col. Jay told him that they were doing little or no business since the strike. This statement of Maher's was denied at the office of the company and declared to be absurd.

Sen, Parker's Remains Laid Beside the Bones of Red Jacket.

BUFFALO, Jan. 20. The remains of the late Gen. Ely S. Parker, the Indian Chief, which have lain in the cemetery at Fairfield, Conn., Forest Lawn, beside the bones of Red Jacket. Forcet Lawn, beside the bones of Red Jacket, the famous Chief of the Six Nations. The removal was made at the request of the Buffalo Historical Society and with the full sanction of Mrs. Parker, because it was considered fitting that the dead soldier, who was a full blooded Scheek, should reat in the land formerly occupied by his people. The grave will be marked by a boulder suitably inscribed.

Printer Killed by a Pall.

The body of a man who was subsequently dentified as William Lonsdale, a compositor, who was employed on the New York Law Journal, was found at the bottom of a dumb-waiter shaft in the rear of Donnett's Park row restaurant early yesterday. It is supposed that Lonedale fell into the shaft, the door of which was left open, while passing through Theatre alley. Lone-dale was a member of Typographical Union No. 6. He was 40 years old.

No Theatre to Montace the Church, Messrs. Martin & Brother of 41 Wall street leny the rumor that a theatre is to be erected on the Church of the Divine Paternity property at the corner of lifth avenue and Forty-fifth street. It has been alleged that Augustin Daly had secured a lease of the property, but the statement could not be confirmed.

SMOKERS FACE A CRISIS. WEYLER'S TOBACCO EDICT BEGIN.

Mexican Tobacco Coming Is and Many

Devices Practised to Deceive the Smoker Regarding the Quality of His Cigar-Wholesale and Retail Trade-Stogles, According to trustworthy reports, now is the crucial time with the smokers of pigars. The thin-edged wedge of Governor-General Weyler's edict, prohibiting the export of tobacco from Havana, is now to be driven home The stocks of fine Vuelta Abajo tobacco are about exhausted, and several conscientious firms of manufacturers have so informed their cusomers, and gone out of business, and the recelpts of large quantities of Mexican tobacco for well-known leaf tobacco importers of this city tell their own story, just as do the large Importations of what is known as Remedios to

bacco, hitherto used only in seed and Havans

cigars, by some of the largest manufacturers of

all-Havana cigars in this country. It is esti nated that the total importation of clear Havana cigars amounted to about 37,-000,000 a year. In this country there were made of Imported Havana tobacco about 200,-000,000 more; this valuable industry appear to be threatened with extinction unless there is some change in Weyler's policy. The beavy duty of \$3.50 per pound and 25 per cent. ad valorem imposed on imported cigars causes the Cuban-made cigar to cost pearly double n the stores of this country, and it is hardly likely that the average smoker of clear Havan cigars will want to pay the difference between what he paid for his old brand and the import ed goods, which he may not like so well, for it requires considerable experience and knowledge to buy a good imported cigar in this country, and all cigars coming from Cuba are not good by a long shot. The important men in the trade foresee that sooner than do this the smoker of cigars will try what are called "seed and Havana" cigars, these being now overed with the somewhat bitter tasting Sumatra wrapper, and it is feared that if smokers once get accustomed to the taste of the Sumatra they will never return to what the rest of the world regards as the highest artistic type of cigar the clear Havana and that th clear Havana industry will be stamped out.

Several of the leading retailers are already leading their clear Havana customers gently by offering the Sumatra wrapped goods when any complaint is made as to the fancied deterio ration of the clear Havanas. Some of the less crupulous manufacturers of all-Havana cigars, on running out of the leaf, have begun to use obacco grown from imported Havana seed in Florida, and this tobacco, which a year or two ago was thought to have reached a maximum price at \$1 per pound for selected wrapper tock, is now selling at \$5 and upward a pound. Several houses are using clear Mexican, and it remains to be seen whether these goods will meet the approval of the clear Havana smoker or not. One thing is sure, ther are totally dissimilar except in appearance, and in that they are a little too good, being too glossy, and without the modest appearance of the fine Havana tobacco. The prices at which they are offered are about 25 per cent, lower than those of the old high grade, clear vanas, and this is the magnet which induces the dealer to try them on the consumer, who, of course, is asked to pay the old price for the single cigar.

With the seed and Havana manufacturers everything is not too rosy, as the Remedies obacco they use is scarce, owing to the activity of Gen. Gomez. But little has been plant ed, and the price is becoming mountainous.

ed, and the price is becoming mountainous. This is a tobacco which years ago had very little wrapper, but of late has been improved; some of the wrapper stock will undoubtedly be used as a substitute for Vuelta in some all-Havana clears.

Owing to the scarcity and increase in price the seed and Havana clear manufacturers are beginning to sook closely after their profits, especially those who have made a cheap grade of cigar and had not too much capital to swing their business. In a number of cases the filler of Havana has been replaced to some extent with Mexican or Pennsylvania, and this will cause a slight change in the taste which the consumer will remark and the dealer will volubly explain. Here again the price to the dealer will be reduced, but the consumer will be asked to go on paying his ten cents or whatever it may be for a more cheaply made clear and will see no remedy in sight for him. Of the Sumarra wrapper tobacco there is no earcity, but it is increasing in price, and the scarcity, but it is increasing in price, and the civar and will see no remedy in sight for him.

Of the Sumatra wrapper tobacco there is no
scardly, but it is increasing in price, and the
astate Amsterdam dealers who control the
world's supply know that Uncle Sam must
have it and keep raising prices on one pretext
or another. Their machinations, while not
important when there was pienty of mediumpriced Havana tobacco for fillers, are a very
serious matter now that Havana is almost
unablable.

unobtainable.

Such is the situation. The result has been that many brands of cigars have changed of Such is the situation. The result has been that many brands of clears have changed of late, practically deteriorating in quality, not from any fault or wish of the manufacturer, but simply because Havana clears are a product, artistically blended, of varying delicate sub-types of a tobacca grown in one particular section; owing to the scarcity these blends have had to be changed, and the best has been done with the material at hand. The change has unsettled the smoker and turned him in the direction of cheaper coods. The leading retailers state that while they did a big thristinas trade the average demand was for much cheaper goods, and if further evidence were needed, never, before were there so many stories, the distinctive Pittsburgh smoke, now sold in this city. A few years and stogies were sold almost exclusively to rich men in the dry goods trade a phenomenon which was never satisfactorily explained—and to see them displayed in a store was the exception. To-day they are to be obtained in almost all stores, and the red and yellow boxes of the popular brands are common sights.

With a view to preserving the remaining stocks of clear Havana cigars intast as long as possible leading cigar merchants in New York, Pittsburgh, Chilosco, Philadelphia, Louisville, and St. Paul have gone to the expense of fire and damp proof vaults in which to keep them without the addition of moisture; and the leading store fixture manufacturers state that for months they have been constructing cabinets on the air-tight principle for the same purpose, and that nearly every larks retailer has one or more built on the principle for the same purpose, and that nearly every larks retailer has one or more built on the minufacture of the same purpose, and that nearly every larks retailer has one or more built on the minufacture of the same principle has been introduced, being a box within a box, the space between the two being plugged with non-conducting material, and the lid dropping into flanges, as does a safe door. Still another them

new value; some manufacturers are endeavoring to market them by making them into alltobacco cigarettes of high grade, and
at the local clear Hayana factories there
are stated to be lists of names of varying length, representing firms who
are anxious to obtain some, and have
saked the favor of a postal card as soon as
there are any for sale. These scraps are blended into cheap seed and Hayana cigars; the
price of these scraps has advanced over 200
por cent, during the last year. The scraps
also enter quite largely into the darker or more
mellow smoking tobaccos for the pipe, but are
not used claewhere.

per cent, during the last year. The scraps also enter quite larged into the darker or more mellow smoking tobaccos for the pipe, but are not used elsewhere.

The reports from Cuba concerning the tobacco crops are that in Pinar del Rio, the home of the famous Vueita Abajo tobacco, there is about a two-thirds crop new in the fields, and that, there is every prospect of a harvest in due season. If this is so there will be a very considerable amount in excess of what the Cuban manufacturers can use, and this, added to the tobacco bought by Americans but kept in the islandby the Weyler edict, and since thrown on the market at Havana, would seem to point to an embarrassment of riches as far as Yuelta tobacco is cenearned.

The Cuban eigar manufacturers at Havana probably will see that the expected increase of imported clears is not taking place for the United States, and they will get tired of paying the infare sum of \$73,000 yearly to keep the embarra up, and will be willing to let the Government export it and obtain its export revenue in the ordinary way, before the self-evident evolution in the United States takes all value away from their tobacco in this market and all desire on the part of our manufacturers to use it. If the embargo is kept up another two years this loss of market will be the inevitable result, say the leading manufacturers to use it. If the embargo is kept up another two years this loss of market will be the inevitable result, say the leading manufacturers in the ordinary way. The clear seed cigar of thirty-odd years, ago. The manufacturers any it is only a question of education, and that there wind the heats more money in it for the artistic expert American manufacturers who would then have a chance to adjust his origes once nore to a better maying basis. They say that any one can roll up a Sumatria and Havana cigar, out that it takes experience and skill to blend the warious growths of donestic leaf and make the sweet cigar of the foresthers.

NO BOTTOMLESS LAKES.

The Deepest Are Less Than 9,500 Feet, and One of Them Is in Oregon.

From the Chicago Daily Neses The deepest body of fresh water in America is Crater Lake, Oregon. Only one lake in the world, Lake Balkal, exceeds it in depth, and is only 400 feet deeper. Until recently it was as serted Crater Lake was bottomiess, but sound-ings have shown its greatest depth to be 2,000 feet. It is five miles in diameter, nearly circu-lar, and occupies the crater of an extinct vol-

lar, and occupies the crater of an extinct volcano.

No fish have ever been known to exist in Crater Lake, Recently a club of mountain climbers, with headquarters at Portland, sent to
Washington a request that Crater Lake be
stocked with trout, and the fovernment experts
are going to find out if such a scheme is practicable. It is easy enough to put trout into the
water, but the question is if there is sufficient
food in the water to nourish them after they are
there. The experts will tow small gauze nets
over the water at all nours of the day. Animalculis will catch in the gauze, and from its
abundance or lack it can be ascertained if the
water contains nourishment.

An interesting series of experiments will also
be undertaken to ascertain the temperature of
the water at various depths. No such observations have ever been taken of fresh water so far
down. With this end in view a full equipment
of self-registering thermometers and supplementary apparatus will be taken along and let

the water at various depths. No such observatious have ever been taken of fresh water so far
down. With this end in view a full equipment
of self-registering thermometers and supplementary apparatus will be taken along and let
down by sounding lines. There are very few
places in the lake where the depth is less than
1.500 feet, and no lake on the western hemisphere approaches this.

It is no wonder, then, that Crater Lake was
supposed to be bottomiess. However, the fruth
is that all lakes over 150 feet deep possess a simliar reputation. Any body of water that is deeper
than the length of the longest feeling line is
sure to lack a bottom in the popular belief. A
first-rate examine of this sort of delusion is afforded by Fayette Lake in Idaho. It was formerly imagined to be bottomiess, and later its
depth was officially stated to be 2.600 feet.
Recent investigation proves that its greatest
depth is 305 feet. There are no dats on which
to base a guess as to the bottom temperature of
Crater Lake, but the supposition is that it will
be very little above freezing. The tempsrature
of the ocean remains at about 40 degrees Fahrenheit all the year round, even in the tropics.
Nevertheless, some volcante heat may yet remain to warm the waters of Crater Lake.

"YSEULT" DUDLEY AGAIN.

Woman Who Shot Rossa Spends a Lucid Interval as a Salvation Lass.

From the London Matt.

Mrs. Lucelle (Yseult ?) Dudley, the English woman who, more than ten years ago, shot at o'Donovan Rossa, the dynamiter, in New York, and who is now confined in Broadmoor Criminal Asylum, has been out of that place of confinement, and has now been secured there again, under somewhat curlous circumstances.

After the attempted assassination, the New York jury convicted the woman, but added to their finding an expression of their belief that she was insane at the time. She was confined in Middletown Lunatic Asylum (she had previously been in the Hayward's Health Asylum, Sussen), and about five years ago she was consigned from America to Broadmoor. Some time ago she passed under certain Home Office papers into the safe keeping of the Salvation Army. She was placed in the Rescue Home, Mare street, Hackney, and was soon so free from taint of her former lunacy that she was permitted to go out occasionally—sometimes with a Salvation Army collection box, for instance.

Some little time are so the conceived the idea of writing a book of her "reminiscences," which should be published simultaneously in England and America. The moreshe thought of the idea the greater grew her belief in the importance and interest of such a book of "revelations." She told her friends of her project, and talked athus greater grew her belief in the importance and interest of such a book of "revelations." She told her friends of her project, and talked athus greater grew her belief in the importance and interest of such a book of "revelations." She told her friends of her project, and talked athus greater grew her purpose, but the more they disausded the more she persisted in getting out her book.

The Mrs. Dudley disappeared from the Salvation Army house, and her friends received. From the London Mall.

dissuaded the more she persisted in getting out her book.

Then Mrs. Dudley disappeared from the Salvation Army home, and her friends received letters from her dated Broadmoor. Mrs. Dudley asserted to a Indiy Mail reporter, who saw her at Broadmoor a day or two since, that the fovernment had sent her back to Broadmoor to prevent her writing her book—which is doubtless true, but the fact may be differently construed by the authorities and by Mrs. Dudley. The official version, it officials could be persuaded ever to be communicative enough to have versions, would doubtless be that the woman has had a relapse, and is not safe out of Broadmoor.

Pork in Bear's Clothing. From the Dallas Morning News.

Prom the Dullas Morning News.

"Got any bear meat?"

The question was addressed by the lounger to a purveyor of flesh, fish, and fowl.

"No. I haven't had any bear meat on sale since I left Waco." reviled the dealer in meats.

"Indeed." he continued, after a reflective nawadays. Once in a while a butcher gets hold of a tame bear, whose owner finds him to be more trouble and expense to keep than he cares to incur and sells him to the butcher. These pet bears are always fat and tender, but they haven't that fine, gamy flavor so highly prized in the wild black bear, in fact, the taste of tame bear meat is very similar to that of an old fat hog. It takes a connoisseur to detect the difference. I once knew a butcher who bought a pet bear and put the meat on sale for Christmas. The carcass was exhibited in the skin, to show that it was a genuine bruin, and it sold like hot cakes for fifty cents a pound. It went so fast that it was all gone before the butcher knew it, and he had numerous calls for more. A bright idea struck him, and he gave it out that he would have another bear on sale the next day. He bought up three or four big, fat, aged hogs. When one was killed he was skinned, the head and hoofs removed, and the carcass wrapped up in bruin's hide. Like the genulbe artice, it and hoors removed, and the carcass wrapped up in bruin's hide. Like the genuine article, it went off rapidly at fifty cents a pound. This game was kept up until all the bear-hungry people of the town were satisfied, and none were any the wiser. They smacked their lips over fat old swine, which, having outlived their usefulness in another capacity, were fattened, butchered, and sold as 'fine, fat bear.'" and the carcass wrapped u

Only Sumper's Tree Lived.

From the Boston Evening Transcript.

A member of the Park Commission of Washington tells a reporter the Interesting circumstance that, while the trees on the Capitol grounds planted by John C. Calhoun, Digon H. Lewis, and "Honest" John Davis have all died, the one which was planted under Charles Sumner's direction at about the same time is alive and flourishing, and is daily pointed out by guidee as "the Sumner tree." It was a Scotch beech, and was not actually planted by Sumner's hands, but by those of Commodere Hainbridge. Calhoun's tree was a live oak, and it languished, like Calhounism. Lewis's tree was an aliantus, and the wonder is that anybody or anything succeeded in killing it. Honest John Davis's was a sugar maple, which ought to have grown with proper care. Sumner must have been the only one of the illustrious tree-planters who knew enough about the art to see to the care of the tree after it was planted. To plant a tree and asy, "Now grow," and go away and leave it forever is much as it would be to put a two-year-old child on the street and say, "Now you've gut a pretty good start in the world—now grow up and be a man," and never doing anything more whatever for it.

Couldn't Say the Creed to English.

From the New Orleans Times Democrat.

People educated in countries speaking a language different from that of the student's place of nativity often assert that they think in the language in which they were educated, and one of the most beloved members of the Catholic ciergr in this city tells a story on himself illustrating this peculiarity of the mind. "On my ceturn from a trip to Europe," says he. "I was saked one Sunday to conduct the religious services aboard the ship. I knew that many of my suditors were Protestants, and, in deference to what I thought to be their wishes, I conducted a service in English. When I tried to recite the creed, however, I actually found that I could not say it without prompting. Practically all my life I had been saying the creed in Latin, and actually did not know it in English."

He Struck Oil, and Oil Struck Him. From the Cleveland Leader.

From the Cleveland Leader.

FINDLAY, O., Jan. 16.—A peculiar accident accompanied the drilling of a big oil well by the Bradford Giycerine Company, on the Book-miller farm, last night.

Charles B. Parker was turning the drill, when a sudden and unexpected stream of oil rushed from the well and struck him with such force as to hurl him in the air. When he fell he struck a fackpin, breaking his breastbone.

A beloer extinguished the torches and the fire under the boiler, and prevented the oil catching free. Parker was removed and his injury attended to. After several hours of work a force of men succeeded in shutting the well in. The flow of oil was estimated at seventy-live barrels an hour.

Monesty Rebuked.

From the Chicago Time-Herald.

After a cable car conductor had passed me several times without asking for my fare I touched his arm and gave him a nickel. A few minutes later as I left the car I found him on the rear platform alone. Don't ever do that again, he said. If a conductor misses you don't hunt him up. He doesn't want you to do it. If I miss a passenger the chances are about even that no one will notice it except the fellow himself. But when he rushes up to pay a fare I have been negligent, and if there is a spotter' aboard I lose my job. The next time save your nickel: it may help me save my position."

From the Washington Evening Star, "Young man," said the multi-millionaire, angrily, "how dare you get engaged without my knowledge- and to an actress!"
"Such a matter, sir, is one in which I do not think that even a father should be absolute."
"But you never earned a dollar in your life. Supposing I publicly renounce you?"
"All right, sir. The oftener you publicly renounce me the more you advertise my wife."

FOR BAD BOYS IN BROOKLYN.

The New Bisciplinary Training School Opened Yesterday, The Brooklyn Disciplinary Training School for Boys in the old Villa De Sales Acad-emy in Eighteenth avenue was opened emy in resterday. The building has been much It has pleasant rural improved. roundings. The management is under a commission of citizens and Mr. E. R. Downing is the Superintendent. Ten-year-old Ludwig Conrad of 69 North Second street has the dis-tinction of being the first guest. He was caught stealing some brooms from a freight car and was sent to the institution by Police Justice Goetting. This was his fourth pilfering exploit in a week, Justice Tighe also sent two bad boys

MARINE INTELLIGENOR

Sun rises.... 7 20 | Sun sets... 5 04 | Moon rises... 8 35 RIGH WATER-TRIS DAT landy Hook. 9 00 | Gov.Island. 9 82 | Hell Gate., 11 95

Arrived-WEDNESDAY, Jan. 20. Ss Teutonic, Cameron, Liverpool Jan. 18 and Queens

town 13th.

& Noordland, Locaewitz, Antwerp Jan. 9,
& Picqua, Brown, Gibraltar.
& Rock Light, Parton, Hamburg.
& Oxus, Sutherland, Ringston.
& Christine, Larsen, Shleida.
& American, Butz, Amsterdam.
& Seneca, Stevens, Havana.
& Seneca, Stevens, Havana.
& Pawner, Swain, Philadeiphia.
& Senenco, Stevens, Charleston.
& Odd Dowinion, Blakeman, Richmond.

[For later arrivals soo First Page.]

Ba Rpree, from New York, at Southampton.
Ba Surrento, from New York, at Shields.
Ba Surrento, from New York, at Shields.
Ba Kalsow, from New York, at Liverpool,
Ba Elffel Tower, from New York, at Hast London.
Ba Comai, from New York, at Oniveston.
Ba Comaiche, from New York, at Unarieston.

Ss Manitoba, from New York for London, passed rawie Point.
Sa Lackawanna, from New York for Avenmenth,
massell Brow Head.

Sa Oregon, from Naples for New York.
Sa Colorado, from littli for New York.
Sa Colorado, from littli for New York.
Sa Wells City, from Ewanses for New York.
Sa State of Nebrasks, from Liverpool for New York.
Sa Newcomen, from St. Lucia for New York.
Sa tiesestemunde, from Falmouth for New York.
Sa Deutschland, from Hotterdam for New York.
Sa littledam, from Rotterdam for New York.

SAILED FROM DOMESTIC PORTS.

OUTGOING STEAMSHIPS. dam, Amsterdam Coarense, Para City of Birmingham, Savan-8:00 P. M Alps, Halifax Seminole, Charleston Rio Grande, Erunswick.... Spaarndam, Rotterdam ... 8:00 A.M. City of Washington, Ba-yana 10:86 A. M. 10:00 A. M. 1:00 P. M. 1:00 P. M. 19:00 M. 8:00 P. M.

Vannah Et Norte, New Orleana Leona, Galveston Creole, New Orleans Due To Day. Gibraltar Friday, Jan. 22 La Gascogne Havre Fueret Hamarck Hamburg Simon Dumois Gibraitar Habana Havana El Sul. New Orieans Hudson. New Orieans

Business Notices.

Friesland.....

Due Monday, Jan. 25.

Due Tuestay, Jan. 26, Antwerp Galveston.

Anheuser-Busch Brewing Ass'n recommends the use of the greatest of all tonics Malt Nutrine," and guarantees the merits claimed or it. For sale by all druggists.

Liebig Company's Extract of Beef.

Rich, Healthy Blood that tingles as it circulates. That's the result of tak-ing Anheuser-Busch's Malt Nutrine—the food drink. To be had at all druggists.

MARRIED.

WILLIAMS—THOMAN,—On Jan. 20, William John Williams of Taylor, Tex., to Jennie Thomas of Scranton. Pa. Scranton papers please copy.

A DA M. -Suddenly, on Monday, Jan. 18, 1897, Barah Sampson Adam, widow of John H. Adam, and daughter of the late Isaac Sampson. Funeral services at her late residence, 13 East 40th st., on Thursday, Jan. 21, at 10 A. M. Interment at Oyster Bay, L. I.

CROSBY.-On Wednesday, the 20th inst. Davins G, son of the late Rev. Alexander Hamilton Crosby, in the 66th year of his age. Funeral services at St. John's Church, Yonkers, on Saturday morning, the 23d inst., at 11 o'clock. DURYEE.—On Wednesday, Jan. 20, 1807, at his home in New Rrunswick, N.J., William Bankin Duryee, D. D., of Butgers College, in the 59th year

Funeral services will be held in the North Reformed Church, Froad and Bridge streets, Newark, N. J., on Saturday, Jan. 23, at 3 o'clock P. M. Interment at the convenience of the family.

FEE, At Cobourg. Ontario, on Jan. 19, James Fee, aged 77 years, father of Mrs. Charles J. Curran. aged 77 years, father of Mrs. Charles J. Curran, Mrs. James Donohue, and Mrs. John A. Sheehas, all of Brooklyn.

ANCEY .- At Little Falls, N. Y., Saturday, Jan. 10, 1897, James Lancey, formerly of Orange, S. J., aged 58 years.
 Interment at Laurel Hill Cometery, Philadelphia.

Orange, N. J., papers piease copy. McKENNEY,-On Jan. 6, 1897, Bridget, beloved wife of Brian McKenney. Relatives and friends are invited to attend the

funeral from her late residence, 168 East 75th st., on Friday, Jan. 22, at 9:30 A. M., thence to St. Agnes's Church, East 434 st., where a mass of requiem will be celebrated for the repose of her soul. SCHNUETTGEN, -On Jan. 20, at 2:45 P. M., the Rev. F. X. Schnustigen, C. S. S. R., familiarly know as Father Xavier. Funeral services at St. Alphensus's Church, West

Broadway, on Friday, Jan. 22, at 9 A. M.

THE RENSICO CRMETERY.—Private station, Har-lom Railroad; 43 minutes ride from the Grand Central Depot. Office, 16 East 42d st.

Special Rotices.

POL ROGER & CO., EPERNAY, FRANCE. The first invoice of this celebrated champagne just sceived. For sale by ANTHONY ORCHS, 51 Warren st., Sole agent for the U. &

Religious Motices.

COOPER UNION, Corner 5th at, and 8d av. TO-DAY AT MOON. Services Under the Direction of C. DIXON

J. WILBUR CHAPMAN donable his." Scats free. Every sody welcom

ACADEMY OF MUSIC.

Sunday, Jan. 24. 4P. M.
Sunday, Jan. 24. 4P. M.
J. M. BURKE sines Lowe Chura. Subject:
Send stamped envelopes to S. V. Lobinson, Cooper
Union, for free tickets.